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C I T Y O F S E L M A

GENERAL PLAN

PART I

Prepared by:

QUAD Consultants

Visalia, California

December, 1982

Adopted by Planning Commission Resolution No. 83-492
dated June 27, 1983

Adopted by City Council Resolution No. 2087
Dated July 18, 1983

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City of Selma

1814 TUCKER STREET
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January 25, 1984

Department Planning

TO: City Council via City Administrator

SUBJECT: 1983 General Plan Update

This policy document provides a summary of all planning activity that has been undertaken by the Selma City Planning Department over the last five years. All the background and informational data that was determined to be relevant to this General Plan Update is provided in Part II of the General Plan Update. All the references that support the conclusions and findings of the City in adopting this plan can be found in the appendix in Part II, including all of the necessary environmental documentation to complete an environmental impact report pursuant to Public Resources Code Section 15068.5

This is the City's official General Plan document. In conjunction with the map showing the intended land uses and circulation pattern of the city, along with public facilities and improvements, this document and its companion document, the Environmental Background document, constitute a complete and adequate General Plan as required by law.

We wish to thank all of those who have participated in the process of preparing these documents, particularly the General Plan Advisory Committee, which did an admirable job of reviewing and commenting on each of the sections of the plan as it was being prepared. From time to time this plan can be revised easily on the City's word processing equipment and the map can be updated easily and reprinted. We believe this format for preparation of the plan is the most efficient that the City can use, although it may be useful to have other display maps prepared for general public information.

We wish to thank the firm of Quad Consultants and their staff for the fine work that they did in coordinating the planning activity and making the project successful.

Respectfully submitted,

KING PATRICK LEONARD, AICP
Planning Director

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1	Land Use and Circulation Plan	Enclosure

CHAPTER 1

INTRODUCTION

This General Plan constitutes a comprehensive update of the 1973 Selma General Plan which was adopted in 1974. General Plans are prepared for a 20-year planning period, however, as the physical environment of a community changes, and as the community's attitudes, values and priorities regarding growth and development change, it is periodically necessary to update the General Plan. These updates are usually done every five years.

Format and Usage of Plan

This update of the 1973 General Plan involves the formatting of the plan document, as well as a comprehensive environmental assessment and review of development policies. The new format separates the environmental setting portion of the document, Part II, from the goals, policies and programs portion. All applicable goals, policies and implementing programs--the "policy document"-- are under a single cover, Part I. This is intended to promote ease of use by City staff, decision-makers and the lay public. The new format also includes a subject index to the policy document to facilitate the Plan's application to development proposals.

The environmental setting portion of the plan is contained under separate cover. State and local environmental assessment guidelines have increased the scope and detail addressed in the environmental setting portion of the Plan, thereby making usage of the General Plan clumsy if published as one document. In addition, local implementation of the California Environmental Quality Act's project review procedures is facilitated by the preparation and maintenance of a separate "Master Environmental Assessment". For these reasons, the evaluation of the existing environmental conditions and trends supporting the policy document of the Plan are included in the Selma General Plan Update Environmental Assessment: A Background Document for the General Plan and Master EIR published in Feb. of 1983. The General Plan is constituted of both documents and reviewers should consult both to appreciate the validity of the policies and programs contained in the policy document of the Plan.

Also included in Part II of the Environmental Assessment Document is the final report of the Fresno County Airport Land Use Commission, as adopted. One of the requirements of the Airport Land Use Commission was that the full report be included in the City's General Plan. This decision was made after the plan was printed, therefore the Airport Land Use Commission Plan has been included as an appendix item.

In addition to the General Plan goals and policies, the policy document contains a list of programs necessary to implement the provisions of the General Plan. These programs should be viewed as an "ACTION AGENDA" for City staff, Planning Commissioners, City Council members and other local decision-makers and are necessary to update local regulations and development programs affected by

General Plan policies. The California courts have repeatedly ruled that all local development regulations must be consistent with the community's General Plan. Where there has been conflict between ordinance provisions (e.g., zoning ordinance, subdivision ordinance, etc.) and the objectives, goals, policies and land uses specified in the General Plan, the courts have consistently ruled that the ordinance, not the Plan, must be amended to achieve consistency.¹

General Plan Update Process

The General Plan was updated through extensive policy and plan review by City staff, City decision-makers and the lay public. The Selma General Plan Advisory Committee, comprised of City Council members, Planning Commissioners and the lay public, met on a bi-weekly basis to consider alternative goals, policies and development plan proposals prepared by City staff and the planning consultant. The committee reviewed and commented on the General Plan environmental assessment, a working paper and several drafts of the updated Selma General Plan. The committee also entertained and evaluated proposals by non-committee members regarding proposed land uses and land development policies.

In reviewing the General Plan, it was acknowledged that several geographic areas of the community have recently undergone extensive environmental reviews, goal and policy formulation, including the McCall Avenue Specific Plan Area, the Northwest Specific Plan Area and the Airport Land Use Compatibility Study Area. These areas were not significantly changed by the amended General Plan.

The General Plan was referred to the Planning Commission by the General Plan Advisory Committee. The Planning Commission held public hearings on the Plan and forwarded it to the City Council with their approval on June 27, 1983, Resolution No. 83-492. The City Council also held public hearings on the Plan and approved it on July 18, 1983, Resolution No. 2087.

It should be noted that the real effectiveness of a City's General Plan is contingent upon both the practical applicability of the policies set forth in the Plan and the adaptability of the Plan to changing community priorities and conditions. Accordingly, the General Plan must not be regarded as being "cast in concrete"; rather, it will be essential to constantly monitor and re-evaluate the validity of Plan policies and amend the Plan from time to time. State law permits the Plan to be amended three times annually. It is also recommended that a comprehensive update be made of the Plan at least every five years.

¹Friends of B Street v. City of Hayward 106 Cal App. 3d 988

CHAPTER 2

LAND USE ELEMENT

The purpose of the Land Use Element of the General Plan is to serve as a guide to the orderly future development of the community. The Land Use Element designates the proposed general distribution, location and extent of utilization of land for housing, business, industry, agriculture, natural resources, recreation, education, public buildings and grounds, and other categories of public and private land use. The Element also establishes standards of population density and building intensity for the Planning Area.

The content and scope of the Land Use Element is provided for by the State General Plan Guidelines which state that the Land Use Element should:

- . promote a balanced and functional mix of land uses consistent with community values;
- . guide public and private investments;
- . reflect the opportunities and constraints affecting land use identified in other Elements of the General Plan;
- . reduce loss of life, injuries and damage to property, and economic and social dislocation resulting from flooding.

The Land Use Element is the consummate element, responding to constraints and opportunities identified in the other Elements of the General Plan.

The Land Use Element must ultimately "establish a pattern for land use and set clear standards for the density of population and the intensity of development for each of the proposed land uses," according to the General Plan Guidelines.

1.0 GOALS

The following goals are established for the maintenance and development of land uses in the Selma Planning Area:

- 1.1 maintain and enhance the character and quality of life in the community by providing for orderly growth and development patterns through the planning process;
- 1.2 encourage industrial and commercial development to the extent possible to provide employment, goods and services;
- 1.3 achieve and maintain a well-balanced land use pattern, ensuring compatibility among adjacent uses and satisfying the economic, social and environmental requirements of the community;

- 1.4 provide for a stable and diverse local economic base, strengthening the commercial sector of the community's economy with supplemental non-agricultural employment opportunities;
- 1.5 provide for public facilities, infrastructure and services necessary to support residential, commercial and industrial uses;
- 1.6 coordinate land use policies and planning decisions with the Council of Fresno County Governments, Fresno County, Fowler, Kingsburg and other public and private agencies as necessary and appropriate to ensure cooperative attainment of City land use goals;
- 1.7 establish and maintain a viable community retail and service commercial center;
- 1.8 maintain a residential environment offering a variety of safe, sanitary and adequate housing opportunities to all socio-economic segments of the community;
- 1.9 encourage, through development policies, the conservation and preservation of irreplaceable natural resources, including prime agricultural land;
- 1.10 encourage improvement of the community's overall aesthetic qualities;
- 1.11 develop vacant land and encourage residential expansion in areas which are logical for urban boundaries and which minimize encroachment on prime agricultural lands;
- 1.12 provide opportunities for industrial expansion while minimizing land use and circulation conflicts; and
- 1.13 make Selma an attractive, desirable living and working environment.

2.0 CONDITIONS AND TRENDS

A detailed analysis and inventory of land use in the Selma Planning Area are contained in the Environmental Assessment: A Background Document for the General Plan and Master EIR prepared in February, 1983. Generally, the City has experienced higher population growth between 1970 and 1982 than during the 1960's, actually exceeding the "high growth" population level projected for 1982 in the 1973 General Plan.

Additional commercial, residential and industrial developments have occurred as a result of this growth. New residential developments have been concentrated in the northern, northeastern, eastern and southwestern portions of the community; commercial developments have occurred north of the central business district, especially along McCall Avenue;

and, additional industries have settled in the Golden State Industrial Corridor.

Based on the existing ratio of total residential land in the Planning Area to the total residential land in the City, there is estimated to be approximately 19,000 persons in the Planning Area. Based on the past rate of growth for the community, this population is projected to increase to between 25,000 and 28,000 persons by 2000.

Demand for various land uses in the Planning Area associated with projected population levels in the year 2000 are shown in Table 1.

TABLE 1
SELMA PLANNING AREA
PROJECTED LAND USE DEMAND BY 2000
(Acres)

<u>Land Use</u>	<u>High</u>	<u>Low</u>
Residential	1772	1582
Commercial	212	189
Public Facilities	398	355
Industrial	168	150
Parks and Open Space*	364	325
Transportation, Utilities	1616	1442
Non-urban uses	<u>1872.2</u>	<u>2361.3</u>
TOTAL	6402.2	6404.3

*13 acres/1000 population
Source: QUAD Consultants, August 1982

3.0 POLICIES

To guide the orderly development of future land uses in the community and to ensure the establishment and maintenance of compatible land use relationships, the following policies, in addition to those articulated in the other individual General Plan Elements, are established:

General

3.1 the distribution and intensity of land uses in the community shall be consistent with the Land Use and Circulation Plan appended to this document (map pocket);

- 3.2 the consumption of prime agricultural land for urban development shall be discouraged;
- 3.3 the spatial development in the community shall be sequential, contiguous to existing developments, to ensure the orderly extension of municipal services and preservation of a free flowing circulation system. Infill of existing vacant lands shall have priority over development on the periphery of the community;
- 3.4 visual and aesthetic qualities of the community shall be maintained and enhanced through the application of standards for landscaping, setbacks, signs, fencing, bulk, height, lot coverage and other characteristics of development;
- 3.5 where development conditions warrant, area or neighborhood specific plans shall be used to guide orderly development;
- 3.6 where possible, growth shall be encouraged first to the east; second, to the north; third, to the southwest and lastly to the northwest. Development in the east and north shall be permitted only after development and adoption of master or specific plans for these areas;
- 3.7 continue to use referral provisions of the Fresno County General Plan and the Local Agency Formation Commission (LAFCo) to prevent untimely urban development in the unincorporated portions of the Sphere of Influence prior to annexation, or urban development on the periphery of Planning Area;

Residential Uses

- 3.8 to the fullest extent practicable, encroachment of higher intensity residential uses into residential neighborhoods shall be prevented. Such uses are acknowledged to be generally incompatible with low and medium-density residential development;
- 3.9 provisions for variable housing densities shall be made to ensure development of housing accessible to all economic segments of the community. Residential land uses shall be categorized according to the following densities:

<u>Density Designation</u>	<u>Actual Density Units/Gross Acre</u>
Low Density	0 to 5
Medium Density	Not to exceed 11
High Density	Not to exceed 23

The foregoing densities are intended to equate to net development densities of approximately one unit per six thousand square feet for low density; one unit per three thousand square feet for medium density; and one unit per one thousand five hundred square feet for high density;

- 3.10 planned unit developments shall be encouraged for larger vacant parcels to ensure accommodation of trends toward increased residential density in the community without disrupting the City's existing single-family character and small town open space atmosphere;
- 3.11 multiple-family residential development shall be located on arterial and major collector streets as designated by the appended Land Use and Circulation Plan, and shall generally be located adjacent to higher intensity uses to provide an orderly transition from such uses to single-family residential development;
- 3.12 medium and high density residential developments shall be concentrated near the central commercial area, parks, and other community services, so that higher intensity traffic can be efficiently accommodated;
- 3.13 where possible, low density residential areas shall not abut arterial streets, particularly where traffic volumes are likely to create excessive noise levels;
- 3.14 provide adequate and appropriate sites for modular and manufactured housing developments;
- 3.15 to the extent practicable, residential areas of the community shall be located so as to provide convenient access to public facilities, services, major streets, places of work and neighborhood shopping centers;
- 3.16 where appropriate, urban or residential reserves shall be designated. Such reserves shall be permitted to be developed after substantial infill development is achieved, and in accord with community's growth direction preferences;
- 3.17 in determining the appropriate land uses in an area affected by aircraft operations, Table 2 shall be used to assess the suitability of various uses in such zones;
- 3.18 policies shall be coordinated to the fullest possible extent with the Council of Fresno County Governments (CoFCG) Regional Land Use Element;
- 3.19 the City of Selma shall plan for and zone five times the amount of land required for housing to assure that opportunities are available to meet the City's Housing Element goals and policies;

3.20 the City shall continue to promote the provision of a wide variety of housing types to meet different life styles.

3.21 low density residential uses are shown on the General Plan for the area bounded by Freeway 99, Sheridan Park and Valley View Avenue; however, if and when a freeway interchange is built at the freeway and McCall Avenue, highway commercial uses may be appropriate for this area.

TABLE 2

Airport/Land Use Safety
Compatibility Criteria*

Land Use Characteristics	-----Safety Zones-----			
	Clear or Runway	Inner Approach	Outer Approach and Traffic Pattern	Horizontal and Conical
Residential	-	A, F	B, F	+
Other uses, in structures	-	C, E, F	E, F	+
Other uses, not in structures	C, G	D	+	+
Light or Glare	-	-	-	G
Smoke or electronic interference	-	-	-	G
Attractor of birds	-	-	-	+

* Compatibility Criteria

- A Density no greater than 1 dwelling unit per 3 acres.
- B Density no greater than 4 dwelling units per acre.
- C No uses attracting more than 10 persons per acre.
- D No uses attracting more than 25 persons per acre.
- E No schools, hospitals, nursing homes, or similar uses.
- F At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).
- G Characteristic cannot reasonably be avoided or located outside the indicated safety zone.
- + Acceptable
- Unacceptable

Source: Fresno County Airports Land Use Policy Plan Study: Work Paper 3, Exhibit 3, p. 9. (See General Plan Part II, Environmental Assessment: A Background Document for the General Plan and Master Plan.)

Commercial Uses

- 3.22 retail shopping areas shall be separate from service and highway commercial areas in order to promote the development of compact, functionally efficient areas, free from conflicts created by dissimilar activities;
- 3.23 adequate off-street parking shall be required for all commercial uses;
- 3.24 neighborhood commercial uses shall be limited in scope and distribution. Neighborhood commercial sites shall be determined as necessary to conveniently serve sections of the community without ready access to other commercial facilities. Neighborhood commercial uses shall be confined to grocery, sundry and related "convenience" outlets. Such uses shall be located at intersections of arterials and/or major collector streets and shall not be located such that traffic movement is hindered or that light, traffic or noise adversely impact surrounding land uses;
- 3.25 commercial development shall be concentrated in areas currently serviced or master planned for service for community sewer, storm drainage and water facilities;
- 3.26 commercial uses shall not be extended, other than neighborhood commercial uses, north of Dinuba Avenue and in conformance with the McCall Avenue Specific Plan;
- 3.27 encourage the central location of community-wide commercial land uses to provide maximum convenience, access and joint shopping trips;
- 3.28 revitalize the downtown area through aesthetic improvements, specific development plans and redevelopment, where applicable;
- 3.29 encourage concentration and improvement of the major retail business district downtown, at McCall and Dinuba, and provide limited areas for convenience commercial centers serving various neighborhoods;
- 3.30 reinforce highway and service commercial development at the Second Street and Floral Avenue interchanges and along Whitson Street;
- 3.31 the commercial viability of the Whitson Street commercial area shall be enhanced through development of a specific plan to ensure high-quality, attractive commercial developments;
- 3.32 preserve the integrity of commercial land uses in the central commercial area and promote a logical and orderly physical, functional and visual transition between downtown commercial use and abutting uses;

Industrial Uses

- 3.33 the City shall continue to participate in the Golden State Industrial Corridor Planning Program to facilitate usage of the Highway 99-Southern Pacific Railroad transportation corridor;
- 3.34 encourage diversification of the industrial employment base with a broad range of non-agricultural uses;
- 3.35 economic diversification shall be facilitated by setting aside sufficient land for potential industrial expansion and development;

Public Facilities

- 3.36 health care facilities shall be located in areas suitable for "sensitive land uses," as determined by the Selma General Plan Noise Element;
- 3.37 schools shall be located in areas suitable for "sensitive land uses," as determined by the Selma General Plan Noise Element;
- 3.38 the general location of future school sites shall be designated. Such sites shall be selected based on access convenience for the schools' service area population;

Agriculture

- 3.39 to the maximum extent feasible, prime agricultural land shall not be designated for urban development in order to preserve this natural resource and to provide a buffer between existing and future development in the Selma Planning Area and developments in neighboring communities;

Parks and Open Space

- 3.40 parks and open space shall be located so as to be within walking distance (one-quarter mile) for users for which the facility was designated;
- 3.41 where feasible, park sites shall be designed to compliment existing and future School District recreational facilities;
- 3.42 recreation and park development shall be provided according to the development program designated in the Selma General Plan Recreation Element;
- 3.43 maintenance of agricultural areas within the Selma Sphere of Influence shall be considered part of the overall community open space program;

- 3.44 maintain full cooperation with Fresno County in preserving and enhancing Rockwell Pond as regional open space;
- 3.45 City shall continue its commitment to the successful development, promotion and usage of Pioneer Village as a local and regional recreational and cultural resource.

CHAPTER 3

CONSERVATION AND OPEN SPACE ELEMENT

The purpose of the Conservation and Open Space Element of the General Plan is to provide guidance, through policies, plans and programs, in the location and design of open space in the community, and in the conservation and usage of natural resources. State law provides separate statutory enabling legislation for open space and conservation policies. The Elements, however, have been combined here due to their natural affinity. Government Code provisions for each of the Elements are briefly described below.

Conservation Element

The General Plan Guidelines articulate the three purposes of the Conservation Element of the General Plan, as required by Government Code Section 65302(d). They are:

- . to promote the protection, maintenance and use of the community's natural resources, with special emphasis on scarce resources and those that require special control and management;
- . prevent the wasteful exploitation, destruction and neglect of natural resources; and,
- . recognize that the natural resources of the community be maintained for their ecological value as well as for their direct benefit to people.

The Conservation Element focuses specifically on the method by which water, soils, rivers, and mineral resources may be used and preserved. The Element therefore, includes such subjects as the reclamation of land and water, use of lands which may be subject to inundation by floods, reduction of soil erosion, and protection of air and fresh water resources;

Open Space Element

The Open Space Element is a required element of the General Plan and is provided for under Sections 65302(e) and 65560 of the California Government Code. The statutory interrelationship of this Element and other local government regulations and activities is one of the clearest specified by State law. In part, State law specifies that:

- . building permits, subdivision maps or other projects may not be approved if they are not consistent with the Open Space Element;
- . restrictions or regulations placed on open space-designated properties must be consistent with the Open Space Plan;

- . State subventions for Williamson Act lands (California Land Conservation Act, Article XXVIII of the State Constitution) may be withheld pending satisfactory completion of the Open Space Element; and
- . the Open Space Plan is also the basis for implementing the parkland dedication requirements as permitted under Section 11546 of the Business and Professions Code;

The purpose of the Open Space Element is manifold:

- . assure that open space be recognized as a scarce resource to be preserved;
- . discourage "leapfrog" development and thereby eliminate or discourage unnecessary increases in the cost of community services;
- . coordinate state and regional conservation plans at the local level;
- . preserve unique or strategic natural resources for future generations; and
- . preserve land uniquely suited to the production of food and fiber.

1.0 GOALS

The following goals shall be used to guide the Conservation and Open Space Element, and are organized to correspond to four functions of the Element: management of resources, provisions of recreation, protection of unique natural resources and elimination of exposure of persons and property to environmental hazards.

Management of Resources

- 1.1 protect the environment;
- 1.2 provide for the usage of natural resources without causing their premature depletion;
- 1.3 preserve prime agricultural land;
- 1.4 preserve groundwater quality and reduce overdraft conditions;
- 1.5 eliminate potential for soil erosion or degradation of its agricultural productivity;

Recreation

- 1.6 preserve and protect unique or natural recreation resources;

- 1.7 provide adequate public and private open space for existing and future residents;
- 1.8 provide adequate and accessible open space and park facilities for active and passive recreation;
- 1.9 private recreational open space, or dedications of equivalent land, or fees in lieu thereof, shall be required in conjunction with all residential developments to the maximum extent permissible by law;

Unique Resources

- 1.10 protect rare or endangered plant and animal species, if subsequently found in the Selma Planning area;
- 1.11 identify and protect unique cultural and historical features of the community;

Environmental Hazards

- 1.12 limit potential threats to human health and property which may result from natural environmental hazards.

2.0 EXISTING CONDITIONS AND TRENDS

The Environmental Assessment: A Background Document for the General Plan and Master EIR contains a detailed assessment of natural resources, environmental hazards, recreational needs and unique environmental resources. Salient data are summarized in the following sections.

Management of Resources

Soils in the Selma Planning Area, which are capable of a high degree of agricultural productivity, are the primary natural resource. Over half of all vacant or agriculturally designated land in the Planning Area is considered "Class I" land.

Water in the Planning Area, and its relatively high quality, is also a significant natural resource. Surface water is diverted for agricultural uses by a series of canals and levees. Groundwater is used for residences, businesses and to supplement surface water for agricultural irrigation. The primary threats to this resource are the persistent overdraft condition and groundwater quality decline. Various public agencies have been involved in reducing the overdraft through transfer of surface water from water surplus areas of the State. Although such efforts have halted the general decline in the water table elevation, an overdraft condition still persists.

Recreation

According to the land use survey prepared by the Selma Planning Department, there are approximately 85 acres of parkland in the Planning Area, 65 acres of which are provided at eight schools. It

is estimated that an additional 85 acres of recreation land will be required by 2000.

Unique Resources

According to a State inventory of plant and animal life in the Planning Area, there is no rare or endangered plant or animal life in the immediate vicinity.

Environmental Hazards

There are few major local natural environmental hazards in the Planning Area. Due to the level, stable terrain, the area is not subject to unstable soil conditions, local geologic hazards or flooding. There are, however, the usual natural hazards characteristic of Valley communities, including potential for development on expansive or loose soils and exposure to ground shaking caused by seismic activity in other areas of the State.

3.0 POLICIES

The following policies are established to guide the location, development and preservation of natural resources, parks and open space. The policies are categorized into policies pertaining to conservation in general, policies affecting resource management, policies affecting development and preservation of recreation facilities, and policies which reduce the exposure of persons and property to environmental hazards.

General

- 3.1 the City shall review the Conservation and Open Space Element regularly to ensure its compatibility with State guidelines and related plans developed by the Council of Fresno County Governments and Fresno County;
- 3.2 areas with high erosion potential or soil instability which cannot be mitigated shall be designated for open space land uses;
- 3.3 channel and slope modification shall be discouraged where they increase the rate of surface runoff and increase the potential for erosion;
- 3.4 the City shall endeavor to mitigate, to the fullest extent possible, activities which will exacerbate groundwater overdraft;

Resource Management

- 3.5 to the fullest degree possible, prime agricultural land shall be preserved for agricultural uses only;
- 3.6 agricultural lands which currently produce, or have the potential to produce, specialty crops for which the area is uniquely suited, shall be protected from encroachment by urban uses;
- 3.7 maintain Rockwell Pond as both a resource management area (water recharge) and community open space;
- 3.8 commercial, industrial, open space, and recreational uses should be located adjacent to prime agricultural areas to avoid conflicts between agricultural operations and present or planned residential and institutional land uses;

Recreation

- 3.9 parks and open space shall be developed according to the program for development specified in the Selma Recreation Element to meet the projected need for recreation and open space land in 2000;
- 3.10 eight acres of open space land shall be provided for each 1,000 persons;
- 3.11 five acres of parkland, suitable for passive and active recreation, shall be provided for each 1,000 persons;
- 3.12 location standards for parks and recreational open space specified in the Recreation Element of the General Plan shall guide the location of future park and open space developments;
- 3.13 improve recreational opportunities through improvement of existing facilities and the development of parks at Rockwell Pond, the Floral-Thompson ponding basin (Shafer Park), and a new park in the vicinity of the Nelson Boulevard and Olive Avenue intersection. A small ponding basin/recreation facility east of U. S. Route 99 and south of Cortley Street is also designated on the Land Use Map.

Environmental Hazards

- 3.14 require correction of local storm water ponding conditions prior to development in such areas, either through off-site improvements provided by land developers, or through community storm drain facility capital improvement projects; and,
- 3.15 require soil studies in localized areas known to have expansive or unstable soils.

CHAPTER 4

PUBLIC SERVICES AND FACILITIES ELEMENT

Authorized by Government Code Section 65303(e), the Public Services and Facilities Element of the General Plan is an optional Element. Among the optional Elements permitted, only the Recreation Element, which is required to implement in-lieu park fee ordinances, is more common. By statute, the Element may show general plans and policies regarding the provision of sewerage, wastewater treatment, refuse disposal, storm drainage, power and other such facilities. The scope of this Element, however, is limited, due to local conditions and needs, to policies relating to educational facilities, City government facilities, fire and police protection, storm drainage systems, and wastewater treatment and collection facilities.

1.0 GOALS

The following goals are adopted to guide the policies and plans for public services and facilities in the Selma Planning Area:

- 1.1 provide adequate and convenient school facilities in order to provide an appropriate education for all pupils;
- 1.2 reduce the threat to persons and property resulting from natural and man-made hazards including fire, crime and flooding;
- 1.3 provide a safe and sanitary physical environment; and
- 1.4 undertake required improvements of the sewer and storm drainage systems.

2.0 EXISTING CONDITIONS AND TRENDS

Data relating to each of the services and facilities subject to this plan are summarized below from the Environmental Assessment: A Background Document for the General Plan and Master EIR.

Schools

The Planning Area is currently serviced by the Selma Unified School District which operates seven elementary schools, two high schools (one of which is a continuation school), and a junior high school. Total enrollment in 1981 was estimated to be 4,190. Projected average daily attendance in the 1981-82 fiscal year was 3,622. Total enrollment for the 1981-82 fiscal year was 3,776.

Based on the District's pupil generation factor of 0.733 pupils per household, between 2,000 and 2,500 additional students will be in the Planning Area by 2000 in all grades.

City Government Facilities

The existing City Hall is located on Tucker Street between Selma and Second Street. Planning, finance and general governmental service administration are located in the facility. Based on space utilization standards for various office uses typical of city governments, it is estimated that there is a need for at least 4,000 square feet of space to accommodate City Hall services.

Fire Protection

Fire protection is provided by a force of twenty volunteer and eleven full-time personnel. The Selma area has an Insurance Services Office (ISO) rating of five on a scale of one to ten. Two fire stations serve the community.

Police Protection

There are currently nineteen police officers in the Police Department. The current Police Department staffing is 1.72 officers per 1,000 population.

Flood Control and Storm Drainage

The Selma Planning Area does not have any officially designated flood hazard areas. Local storm water drainage is provided by a network of ponding basins, canals and storm drains. Most of the newer areas of the community are well drained; however, some of the older areas, such as the area bounded by Valley View, Floral, Olive and Thompson Avenues do experience some localized ponding during heavy rain concentrations. The City has recently completed and adopted an Urbanizing Area Master Plan for Storm Drainage as part of the General Plan, Public Facilities Element (1982), which includes plans to eliminate problems in the existing areas of the community, designates adequate facilities for future development, and suggests the joint use of facilities for recreational purposes where feasible.

Sewerage and Sewage Treatment

The Selma Planning Area is currently served by the Selma-Kingsburg-Fowler County Sanitation District (SKF). Current flow at the plant is ten million gallons per day. Average flow per equivalent residential unit is 420 gallons per day.

3.0 POLICIES

The following policies are adopted to achieve the goals of this Element:

- 3.1 new school sites shall be designated on the land use plan in locations convenient to their service populations;
- 3.2 adequate space and facilities shall be provided for City services and administrative functions;

- 3.3 the City shall continue to review fire call response time and other factors relating to ISO ratings and strive to maintain the current ISO rating;
- 3.4 adequate facilities shall be provided for law enforcement and fire suppression and prevention programs;
- 3.5 police and fire staffing levels shall be reviewed on an annual basis to determine appropriate and feasible staffing ratios;
- 3.6 capital improvements shall be undertaken to eliminate existing flooding problems;
- 3.7 the adopted Urbanizing Area Master Plan for Storm Drainage (1981) shall be utilized to determine adequate facilities for new development;
- 3.8 all new developments shall be required to have community sewer, water and storm water systems;
- 3.9 develop a civic center complex, including community service facilities, courtroom and fire department headquarters to be located in the vicinity of Jackson School at McCall Avenue and Nelson Boulevard;
- 3.10 recommend expansion of Wilson and Roosevelt Schools, and provide for continued use for education and recreation at Eric White, Wilson and Roosevelt and Selma High schools.

CHAPTER 5

SCENIC HIGHWAY ELEMENT

Each community is required by State law to identify State or County designated scenic highways in its Planning Area and develop policies and plans for their protection. Since there are no State or County designated scenic highways in the Selma Planning Area, no goals or policies are included herein.

CHAPTER 6

HOUSING ELEMENT

The Housing Element of the updated General Plan was certified by the State Department of Housing and Community Development on November 17, 1981 and adopted by the Planning Commission and City Council in September, 1981. The complete text of the adopted Element is under separate cover. The goals and policies of the Element are reproduced here to facilitate their application and usage with the other General Plan policies. The Housing Element's programs, an integral and important part of the Element, are not summarized or reproduced herein.

1.0 GOALS

The following goals were adopted by the City of Selma to guide the provision of housing in the Selma Planning Area:

- 1.1 an attractive City with adequate housing, recreation, schools, commercial and industrial facilities, and public services to serve all economic segments of the community;
- 1.2 decent, sanitary and safe housing to meet the social needs of the City's residents, both now and in the future;
- 1.3 adequate job opportunities for all who want to work so that the housing stock can be maintained upgraded by the homeowners;
- 1.4 obtain sufficient Federal and State funds to meet continuing subsidized housing needs;
- 1.5 maintain and enhance the character, quality and livability of Selma's residential areas with special emphasis placed upon upgrading the quality of the housing stock and preventing further deterioration; and,
- 1.6 encourage all citizens to participate in the political process so as to ensure continued viability of the General Plan.

2.0 CONDITIONS AND TRENDS

Housing conditions and trends are covered in detail in the complete Housing Element. The interested reader should consult the complete document, since it is impractical to summarize or aggregate pertinent data without sacrificing clarity or value.

3.0 POLICIES

The following policies are adopted to achieve the goals of the Housing Element:

- 3.1 endeavor to attract a variety of housing types to meet the ever-changing needs of the City's population, both now and in the foreseeable future;
- 3.2 provide for various types of mobilehome (manufactured housing) living;
- 3.3 permit conversion to condominiums of certain rental units where health, safety and welfare of rental occupants is assured and when the quality of construction is conducive to long-term investment. Condominium conversions shall not be approved unless the applicant has clearly demonstrated compliance with the State Subdivision Map Act (Cal. Government Code, Sections 66400 et seq.) requirements and where rental tenants have adequate opportunity to find alternative living quarters within a reasonable distance. The community-wide vacancy rate of all rental units must exceed three percent in order for conversions to be approved by the City Council;
- 3.4 provide for multi-family rental accommodations to meet demands for housing the elderly, handicapped, low- and moderate-income families, and those persons unable to purchase homes;
- 3.5 provide efficient and effective planning procedures to ensure future growth and development capacity;
- 3.6 reduce or eliminate barriers to future growth, development and the provision of housing sites;
- 3.7 the City of Selma shall zone five times the annual residential land required to ensure that opportunities are available to meet the city's housing needs;
- 3.8 development into non-urbanized areas of the Sphere of Influence shall be accompanied by area studies showing full buildout potential and designated planning areas;
- 3.9 the City shall cooperate with the County of Fresno to rehabilitate substandard housing that is economically feasible to repair;
- 3.10 the City shall continue its efforts to assist in preventing homes from becoming substandard;
- 3.11 the City shall encourage the development of choice in housing types subject to conformance with other General Plan elements;
- 3.12 the City should maintain a revolving loan fund to assist qualified homeowners in upgrading their off-site improvements;
- 3.13 to ensure optimum residential and school development, housing project plans, site plans, subdivision maps, zone

changes and general plan amendments shall be referred to the Selma Unified School District for review and comment;

3.14 provide stable, attractive and safe neighborhoods for all which have convenient access to schools, shopping centers and job centers; and

3.15 the City shall refer all housing complaints to the proper public authorities for corrective action.

CHAPTER 7
CIRCULATION ELEMENT¹

INTRODUCTION

The purposes of the Circulation Element of the General Plan, according to the State's General Plan Guidelines, are to:

- . coordinate the transportation and circulation systems with planned land uses;
- . promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- . make efficient use of existing transportation facilities; and,
- . protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Circulation Element, to meet the above purposes, includes the distribution of streets and highways, parking facilities, transit and rapid transit, railroads, paratransit, bicycle and pedestrian facilities such as pipelines and facilities for the transmission of energy.

1.0 GOALS

The following goals shall be used to guide the development of the circulation system:

- 1.1 provide a transportation system which supports planned land use;
- 1.2 efficient transportation of goods and the effective movement of all segments of the population throughout the community;
- 1.3 make efficient use of the existing transportation facilities;
- 1.4 protect the quality of the City's environment; and,
- 1.5 the wise and equitable use of economic and natural resources.

¹Interim Circulation Element prepared by TJKM Transportation Consultants and City Staff and approved as "Interim Circulation Element" by City Council, subject to correlation with the updated Land Use Element.

2.0 EXISTING CONDITIONS AND TRENDS

2.1 Streets and Highways

Table 3 shows the existing and projected average daily trips on major roads in the Planning Area. According to the inventory of existing traffic, the busiest streets in the City are Second Street between Highway 99 and McCall Avenue, McCall Avenue between the downtown and the northern City limits, and Floral Avenue between Highway 99 and McCall Avenue. These traffic volume patterns reflect the predominant trip destination patterns of the community; namely, the heavy usage of Highway 99 for shopping and work trips and usage of McCall Avenue for shopping oriented trips.

Congestion problems occur along Second Street and McCall Avenue, on High Street, East Front and West Front Streets, First Street in the downtown area, and at the Floral/McCall Avenue and the Whitson/Second Street intersections.

A traffic generation, distribution and assignment analysis was prepared as part of the Interim Circulation Element to estimate the future impact of General Plan land uses. As shown in Table 3, the streets with the greatest future traffic will be McCall Avenue, Highland Avenue, Second Street and Floral Avenue. The projected average daily traffic (ADT) volumes indicate an overall increase in traffic intensity on existing arterials and a moderate increase in collector street traffic in proportion to the traffic volumes which currently exist. Table 4 provides a list of roadway dimensions appropriate to handle various volumes of peak hour and average daily traffic at a stable but restricted rate of flow (level of service "C").

TABLE 3

CITY OF SELMA
EXISTING AND FUTURE TRAFFIC VOLUMES

<u>STREET SECTION</u>	<u>1980 EXISTING ADT</u>	<u>Year 2000 FUTURE ADT</u>
LEONARD		
Dinuba to Manning	-	2,000
HIGHLAND		
Manning to Dinuba	-	7,000
Dinuba to Whitson	800	16,300
Whitson to Floral	2,500	22,200

Floral to Rose	6,200	15,800
Rose to Nebraska	6,200	13,400
Nebraska to Mountain View	5,800	10,100
THOMPSON		
Manning to Dinuba	-	8,000
Dinuba to Floral	3,100	9,100
Rose to Nebraska	500	1,800
Nebraska to Mountain View	1,600	2,300
WRIGHT		
Dinuba to Floral	4,000	7,300
McCALL		
Manning to Dinuba	3,800	17,300
Dinuba to Floral	9,200	26,200
Floral to Second	9,000	21,500
SECOND		
McCall to Whitson	10,300	20,300
Whitson to U.S. Route 99	13,400	19,300
U. S. Route 99 to Nebraska	4,500	7,500
ORANGE		
Del Rey to Floral	1,100	7,600
Floral to Rose	500	5,500
DOCKERY		
Floral to Rose	2,300	5,800
Rose to Nebraska	1,200	5,000
DEL REY		
Dinuba to Floral	-	1,600
Floral to Nebraska	-	1,100
Nebraska to Mountain View	-	1,100
DINUBA		
Golden State to Highland	3,100	10,100
Highland to Thompson	3,000	9,300
Thompson to McCall	2,100	11,200
McCall to Orange	1,900	10,900
HUNTSMAN		
Highland to Thompson	-	2,500
Thompson to McCall	-	2,500
NELSON		
McCall to Orange	-	3,500
FLORAL		
DeWolf to U. S. Route 99	3,000	10,700
U. S. Route 99 to Whitson	7,400	24,400
Whitson to Thompson	5,200	19,400
Thompson to McCall	5,700	16,600
McCall to Orange	4,400	11,400
Orange to Del Rey	900	3,900
ROSE		
DeWolf to Highland	-	3,500
Highland to Thompson	1,700	6,200
McCall to Dockery	4,400	9,200
Dockery to Del Rey	3,000	6,000
NEBRASKA		
DeWolf to Highland	1,000	3,400
Highland to Thompson	3,200	7,900
Thompson to Second	4,500	7,000

Front to Dockery	1,300	3,300
Dockery to Del Rey	500	1,400
GOLDEN STATE-WHITSON		
Dinuba to Highland	4,000	12,300
Highland to Floral	5,500	14,700
Floral to Second	7,100	12,900
Second to Nebraska	6,000	11,400
Nebraska to Mountain View	4,000	7,100

Source: TJKM Transportation Consultants, Interim Circulation Element of the General Plan, p. 15.

*Measured as 24-hour band counts in December, 1980.

TABLE 4

SELMA PLANNING AREA
LEVEL OF SERVICE "C" VEHICLE CAPACITIES*

<u>Roadway Type</u>	<u>Total Vehicles in Both Directions</u>	
	<u>Peak Hour</u>	<u>24 Hours</u>
6-lane Freeway	9,000	90,000
4-lane Freeway	6,000	60,000
6-lane Divided Arterial (left-turn lane)	3,600	36,000
4-lane Divided Arterial (left-turn lane)	2,400	24,000
4-lane Undivided Arterial	2,000	20,000
2-lane Arterial	1,400	14,000
1-lane Collector	1,000	10,000

Source: Highway Capacity Manual, 1965. Highway Research Board.

*These capacities should be considered as approximate guidelines only since intersection design and the amount of cross-street traffic affects the figures.

2.2 Parking Facilities

The City currently requires adequate off-street parking for all commercial, residential and industrial land uses through its Zoning Ordinance provisions. In terms of future impacts, such standards portend to adequately serve the parking needs of the motoring public unless substantial changes are made in automobile ownership or usage.

2.3 Transit and Rapid Transit

Passenger transit is currently provided by the City in cooperation with the Council of Fresno County Governments (COFCG), and the Fresno County Rural Transportation Agency (FCRTA).

2.4 Railroad

The Southern Pacific Transportation Company operates a main rail line which runs adjacent and parallel to Golden State Boulevard. The line is currently used for rail freight only and serves uses in the Golden State Industrial Corridor and major agricultural processing facilities in the Selma Planning Area.

2.5 Paratransit

Other than the demand-responsive transit service provided by the City, there are no private paratransit operators in Selma. Various social service agencies, however, do provide some transit and paratransit services in the community.

2.6 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are currently provided by a comprehensive system of sidewalks and bikeways throughout the community. The California State Corridor Bicycle Route (Golden State Boulevard) provides a major link between Madera, Fresno and Tulare Counties. Within the Planning Area, the Selma Community Services Commission (formerly Parks and Recreation Commission) has designated various local bikeways.

2.7 Airports

The Selma Aerodrome, a general aviation air facility, is located two miles northwest of Selma. The aerodrome is currently used for general aviation, charter service and agricultural aircraft operations. Common carrier service is provided at the Fresno Air Terminal.

2.8 Pipelines and Transmission Facilities

Various transmission and conveyance facilities traverse the Selma Planning Area. In addition to the sewerage and water distribution system facilities, there are numerous canals and power transmission facilities in Selma. The location of canals in the Planning Area is documented in the General Plan Environmental Background Document. A major power line exists north and east of the Jackson Street/Olive Street alignment intersection. The line runs fifty feet west of the Section 32, Range 15, Township 22 north-south half-section line north of Huntsman. The power line also runs east, starting at

Olive Avenue, just south of the Huntsman Avenue alignment.

3.0 POLICIES

To guide the orderly and efficient development of the circulation system in the community; to ensure the preservation of existing critical circulation components; and to preserve areas deemed critical to the efficient movement of persons and goods in the community, the following policies are established:

Transit

- 3.1 provide demand-responsive taxi service in conjunction with the Council of Fresno County Governments (COFCG) and Fresno County;
- 3.2 provide convenient and efficient taxi service to the elderly, handicapped, and low-income population of the City and its environs;
- 3.3 coordinate transit services through the City Administrator and in conjunction with surrounding cities, and the County of Fresno, and Council of Fresno County Governments;
- 3.4 cooperate with the COFCG in providing transit service and planning to meet the social and economic needs of all segments of the community;
- 3.5 provide benches, telephones, and shaded areas at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such need based on site plan review procedure and other planning implementation methods;

Streets and Highways

- 3.6 arterials should be developed as shown in the Circulation Element of the General Plan (map pocket);
- 3.7 the Plan shall act as a guide to determining the function of major streets;
- 3.8 expressways should be at least four divided lanes, with limited access at one-half mile points;
- 3.9 the design of expressways, arterials, collectors, local collectors, and local streets shall comply with the Standard Drawings and Specifications Manual of the City of Selma, as amended;
- 3.10 arterials shall be improved to four lanes, with appropriate variations in intersection design to alleviate special traffic problems, where necessary;

- 3.11 Floral Avenue from U. S. Route 99 to Dockery shall be widened to four lanes, either by street widening or by elimination of parking as traffic generation warrants;
- 3.12 City circulation system street alignments shall be coordinated with Fresno County circulation system street alignments;
- 3.13 local Collectors shall serve residential neighborhoods, but shall not be used to carry through traffic or high traffic volumes. Actual design and improvement to ultimate standards shall be achieved through inclusion of facilities as part of the City-wide Capital Improvements Program, or by new developers as areas adjoining the designated circulation system are developed, with allowance for bicycle lanes, where planned;
- 3.14 traffic studies should be implemented in conjunction with the City Traffic/Streets Commission;
- 3.15 if Heartland High School is ever abandoned (although this is not currently planned), a more direct route shall be developed from Rose Avenue to Whitson Street, and a connection to Arrants Avenue provided, including an improved railroad grade crossing;
- 3.16 Huntsman shall be improved between Thompson and McCall to facilitate access to the high school and to link future developments to the north and south with streets designated to carry through traffic. A route between Thompson and Highland, north of the Huntsman alignment, shall be planned to facilitate access to commercial development at Floral and U. S. Route 99;
- 3.17 new street developments in areas of urban expansion should not be limited to a "grid system". More efficient and varied street layouts should be encouraged, wherever possible, in concert with the North and East Selma Concept Plan (General Plan Amendment No. 79-31;
- 3.18 concentrate medium and high density housing near the central commercial area, near parks and other community services, so that higher intensity traffic can be more efficiently accommodated and so that persons not able to afford second automobiles can get to shopping facilities and other needed services without over-extending the City's transit system;
- 3.19 the City should initiate precise plan line studies, in cooperation with Fresno County, where appropriate, to protect and provide for future rights-of-ways for all collector and arterial streets;
- 3.20 Fresno County should incorporate Selma's Circulation Element into its County-wide General Plan;

- 3.21 access shall be provided to the north of Nelson Boulevard (south of Dinuba) between the McCall Village Mobile Home Park and Orange Avenue by two 60-foot collector streets. Through-traffic not destined for the McCall Avenue commercial area shall not be forced into the Nelson Boulevard/McCall Avenue intersection;
- 3.22 a one-mile arterial frequency grid system plan shall be used to allow efficient access to commercial areas of the City and to support the three major commercial areas of the City, including McCall Avenue at Dinuba, the downtown area and the Floral/U.S. Route 99 area;
- 3.23 Highland Avenue shall be developed between Floral Avenue and Manning Avenue as an arterial street. The City and County shall cooperate in developing this key roadway and a plan line should be established to protect this planned right-of-way. In the event that Highland Avenue cannot be extended, Shaft and Leonard Avenues shall be developed as collector streets from Dinuba to Manning Avenue culminating in a frontage access road along Manning Avenue;
- 3.24 Thompson Avenue should be extended northerly of Dinuba Avenue to Manning Avenue as a collector street, 84 feet in width, to provide access to the Consolidated Irrigation District ponding area and to support a lineal parkway for bicycle and pedestrian usage;
- 3.25 Floral Avenue, from the westerly Sphere of Influence line to Thompson Avenue, shall be an arterial street in order to serve commercial development and additional residential development west of U. S. Route 99. The staff will consult with CALTRANS in the widening of Floral Avenue within the State right-of-way and the extension of utilities under U. S. Route 99;
- 3.26 the City shall increase the intersection efficiency (level of service) at McCall Avenue and Nelson Boulevard by requiring a turning lane for northbound traffic on the north side of Nelson Boulevard;
- 3.27 extend McCall Avenue as a four-lane divided arterial north of Dinbua to serve future commercial and multiple-family residential developments;
- 3.28 between Nebraska and Mountain View, south of the City limits, two local collector streets shall be provided to allow efficient traffic flow between Highland and McCall;
- 3.29 collector streets shall be at approximately one-mile intervals centered between arterial streets and shall be planned to "T" intersect with other streets so as to maximize traffic safety and discourage fast flowing traffic through residential areas;

- 3.30 developers shall be discouraged from creating four-way intersections within the City of Selma to avoid the high accident rates associated with four-way intersections, with the exception of arterial intersections, which shall be planned for signalization;
- 3.31 residences shall not be permitted to front onto arterials, particularly where traffic volumes are likely to create excessive noise levels or safety hazards;
- 3.32 the primary purpose of arterials is to carry traffic. Parking should be discouraged on such streets and eliminated where it now exists, along existing arterials as deemed appropriate by the Traffic/Streets Commission and as traffic safety conditions warrant;
- 3.33 McCall Avenue between Arrants and Floral Avenue shall be designated as a seventy foot arterial street and plan lines developed accordingly. For the immediate future (five to ten years) any construction, including street widening, shall be contained within the existing sixty foot right-of-way;
- 3.34 Second Street between the Southern Pacific Transportation Company railroad tracks and High Street shall be developed as an eighty foot arterial. Design criteria shall include parallel parking on both sides of Second Street;
- 3.35 it shall be the policy of the City to develop major streets in the community as follows:

Four Lanes Divided

McCall Avenue from Manning Avenue to Dinuba Avenue
Whitson Avenue in its entirety
Golden State Boulevard in its entirety
Highland Avenue from Golden State Boulevard to the
south City limits
Mountain View Avenue from U.S. Route 99 to easterly
limits of sphere of influence

Four Lanes Undivided

Dinuba in its entirety
Nelson Boulevard from McCall to Orange Avenue
Floral Avenue from Orange Avenue to Whitson and west of
Golden State Boulevard
Rose Avenue from McCall Avenue easterly
Second Street in its entirety
Nebraska from Thompson to Highland
Highland between Manning and Golden State Boulevard
McCall from Dinuba to Second Street

Two Lanes

All other streets;

3.36 all street and roadway improvements shall be in accord with the Circulation Plan;

3.37 truck traffic shall be permitted on arterials and collector streets only;

Bicycle and Pedestrian Facilities

3.38 As the community grows and as need warrants, a bicycle lane plan and standard specifications for bicycle routes will be considered. As part of the planning effort, designated regional and county bikeways will be considered.

Parking

3.42 adequate off-street parking shall be required of all commercial and industrial land uses to accommodate average peak period parking demand. Off-street parking shall also be required of residential land uses to accommodate tenants;

Railroad

3.43 to preserve the viability of the Golden State Industrial Corridor, uses or activities shall not be permitted to encroach so as to reduce the efficiency of the rail system;

Airports

3.44 To preserve the viability of the Selma Aerodome as a regional general aviation facility, the City adopts the policy plan recommendations of the Fresno County Airports Land Use Policy Plan Study, where applicable;

Pipeline and Transmission Facilities

3.45 The City shall endeavor to preserve the integrity of major transmission and canal facilities in the community and, where possible, integrate such facilities into the recreation, open space and conservation element plans of the community.

CHAPTER 8

IMPLEMENTATION

Many policies in the General Plan will be implemented by on-going City programs and regulations. Provided below is a topical list of additional programs necessary to implement the General Plan. This list should be considered an "action agenda" to implement the General Plan.

1.1 PROGRAMS

General

- 1.1 Review all codes and ordinances applicable to the physical development of the community and amend, as necessary, to achieve compliance with the General Plan;
- 1.2 City shall request that the County of Fresno adopt the Selma General Plan as part of its General Plan for the unincorporated areas in the Sphere of Influence;
- 1.3 City shall modify the Capital Improvements Program to comply with the General Plan;

Land Use

- 1.4 City shall designate the easterly non-urbanized portion of the community as a specific plan area and prepare a specific development plan for its physical development to conform with policies in the General Plan;
- 1.5 amend the zoning map to comply with land use designations in the General Plan;
- 1.6 review the Preliminary Zoning Ordinance for compliance with provisions of the General Plan;
- 1.7 establish zoning provisions to permit the designation of commercial sites at designated intersections, rather than on specific parcels. Such provisions should specify the conditions under which a property owner in the vicinity of the designated intersection would be vested with exclusive commercial site development rights;
- 1.8 establish redevelopment plans, a local development corporation, or other development and revitalization devices to promote quality development in the downtown area, Golden State Corridor and the community in general;
- 1.9 designate a boundary for the downtown area;
- 1.10 establish threshold criteria for development of designated land use reserves;

- 1.11 annually monitor residential land demand and supply to conform with the requisite five-year residential land inventory specified in the General Plan;
- 1.12 establish an industrial park development and industrial promotion program;

Conservation and Open Space

- 1.13 establish plan lines for canal rights-of-way, linear parks and other facilities and develop ordinance provisions to ensure their ultimate aesthetic improvement;

Public Services and Facilities

- 1.14 designate specific locations for new school sites through development of specific plans;
- 1.15 undertake feasibility and design studies to facilitate conversion of Jackson School to a civic center complex and to convert other school sites which are abandoned.

Housing

- 1.16 implement programs specified in the Housing Element;
- 1.17 maintain a data base of rental unit vacancy rates to facilitate evaluation of condominium conversion applications;
- 1.18 establish development and structural improvement standards suitable to ensure that condominium conversions have "the quality of construction (which) is conducive to long-term investment," according to policy 3.3 of the Housing Element;
- 1.19 establish a streamlined, "one-stop" planning permit system'
- 1.20 designate sites for the development of manufactured housing;

Circulation Element

- 1.21 City should maintain its existing program of traffic counts on major roadways to verify traffic pattern projections and amend the Circulation Element when such data indicates that travel patterns have changed from those projected in the Interim Circulation Element;
- 1.22 City shall maintain an inventory of accident types and rates on major roadways using the Statewide Integrated Traffic Reporting System (SWITRS). The circulation plan should be modified, where necessary, to provide for

improvement of intersections and roadways with unacceptably high accident rates;

- 1.23 City should continue to monitor the "Level of Service" on major roadways and intersections. When such levels of service exceed the maximum prescribed level, improvements should be made to the circulation system to maintain the minimum standard preferred by the City;
- 1.24 parking requirements shall be reviewed on a regular basis taking into account vehicle size, vehicle turning radii, trip generation and the potential for shared parking facilities to ensure adequate, though not excessive, parking;
- 1.25 City should review and modify the locally applicable transportation and transit development plans for conformity with the General Plan;
- 1.26 City should establish a policy regarding development of additional at-grade railroad crossings and try, to the fullest degree possible, to keep such crossings to a minimum;
- 1.27 The City should establish specific plan lines and development standards for the Golden State Industrial Corridor to ensure that critical transportation facilities in the vicinity of Highway 99, Golden State Boulevard, and the Southern Pacific Railroad line are able to function at maximum efficiency;
- 1.28 designate truck routes;
- 1.29 amend the Standard Drawings and Specifications Manual to exclude four-way intersections on non-arterial streets;
- 1.30 amend the Standard Drawings and Specifications Manual to exclude parking on arterial streets;
- 1.31 among the designated bicycle routes in the community, each should be designated according to standard development class. Bicycle routes intended for signage only should be designated as class III; bikeways which are to be striped and signed designated as class II bikeways; and bikeways intended to have pathways separate from other transportation facilities should be designated as class I bikeways; Improvement standards should be developed for each class and included in the Standard Drawings and Specifications Manual;
- 1.32 City should develop standards for the improvement of major power transmission easements and corridors.

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